

continuing to move from welfare to work more quickly and promoting and encouraging stable, healthy families.

Mr. SHAW. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. HERGER) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 438.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

#### SUPPORTING THE GOALS AND IDEALS OF SCHOOL BUS SAFETY WEEK

Mr. MARCHANT. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 498) supporting the goals and ideals of School Bus Safety Week.

The Clerk read as follows:

##### H. RES. 498

Whereas approximately 480,000 yellow school buses carry 25 million children to and from school every weekday;

Whereas America's 480,000 school buses comprise the largest mass transportation fleet in the country, 2.5 times the size of all other forms of mass transportation—transit, intercity buses, commercial airlines, and rail—combined;

Whereas during the school year, school buses make more than 50 million passenger trips daily carrying the Nation's future—our children;

Whereas school bus transportation is eight times safer than traveling in a passenger vehicle and is the safest form of ground transportation available;

Whereas school buses meet higher construction, equipment, and inspection standards than any other vehicle, and school bus drivers meet higher qualification, training, and testing standards than any other drivers;

Whereas according to the National Academy of Sciences, an average of 820 students are killed annually during school transportation hours, but less than 2 percent of them are school bus passengers;

Whereas despite the industry's best efforts, accidents still happen;

Whereas an average of seven school-age passengers are killed in school bus crashes each year, and an average of 19 children are killed each year getting on and off the bus;

Whereas most of those killed are children aged five to seven, and most often those children are killed in the area immediately surrounding the bus—either by a passing vehicle or by the bus itself;

Whereas School Bus Safety Week, which is celebrated in more than 40 States and sponsored by the National Highway Traffic Safety Administration (NHTSA), was created to remind all students of the best ways to get on and off the bus in an effort to enhance the safety of the Nation's children;

Whereas School Bus Safety Week, which dates back to 1966, also recognizes the hard work and dedication of school transportation personnel, especially the many school bus drivers who ensure a safe journey each and every day; and

Whereas School Bus Safety Week, celebrated the third week in October, promotes awareness through local and State poster

and speech contests, lessons utilizing school bus safety community awareness kits, and other activities built around themes that raise awareness of school bus safety issues: Now, therefore, be it

*Resolved*, That the House of Representatives supports the goals and ideals of School Bus Safety Week.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. MARCHANT) and the gentleman from Missouri (Mr. CLAY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

##### GENERAL LEAVE

Mr. MARCHANT. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include extraneous material on the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. MARCHANT. Mr. Speaker, I yield myself such time as I might consume.

Mr. Speaker, I rise today in support of H. Res. 498 offered by the distinguished gentleman from Tennessee (Mr. DUNCAN). This resolution would support the goals and ideals of a National School Bus Safety Week.

In our Nation, approximately 22.5 million children ride school buses to and from school each day, which accounts for 54 percent of all students attending grade school. In fact, the more than 440,000 public school buses travel approximately 5 billion miles each year, comprising the largest mass transportation fleet in the country, 2½ times the size of all other forms of mass transportation, and according to statistics, representing the safest form of highway transportation.

Even so, according to the National Highway Transportation Safety Administration, each year for the past 11 years, an average of 35 school-age children have died in school bus-related traffic accidents. This is why it is vital that drivers, mechanics and supervisors, as well as parents and children, observe certain rules and regulations pertaining to all the operations of school bus safety.

The week of October 15 through October 21 will educate children around the country about school bus safety precautions with special activities such as poster contests to help bring the valuable information to our Nation's children.

I urge all Members to come together to encourage the educational importance of a School Bus Safety Week by adopting H. Res. 498.

Mr. Speaker, I reserve the balance of my time.

Mr. CLAY. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, students are at a much greater risk while traveling to and from school than at any other time during their school day. During the

1997–98 school year, about 800 children from the ages of 5 through 18 were killed during normal school transportation hours, while traveling by passenger car, foot, bicycle, public transportation or school bus. Although school buses are the safest form of highway transportation, they are not fail-safe.

The most dangerous part of the school bus ride is getting on and off the school bus. Fatalities that occur when students board and exit school buses account for approximately three times as many school bus-related fatalities than for fatalities that occur when the school buses are occupied. The area around the bus when the bus is loading and unloading is called the danger zone. The danger zone is comprised of the areas outside of the bus where the children are in the most danger of not being seen by the driver. It is the 10 feet in front of the bus where the driver is too high to see a child, 10-foot-long blind spots that run along both sides of the bus, and the area behind the school bus.

The goal of National School Bus Safety Week is to ensure safe, efficient, economical and high-quality transportation for school children on their trips to and from school and school-related activities. This is certainly a goal we all can support, and I urge my colleagues to do so.

Mr. Speaker, I reserve the balance of my time.

Mr. MARCHANT. Mr. Speaker, I yield as much time as he may consume to my distinguished colleague, the Congressman from Tennessee (Mr. DUNCAN).

Mr. DUNCAN. Mr. Speaker, I thank the gentleman from Texas for yielding me this time and for managing this resolution and for his comments, as well as those of our distinguished colleague from Missouri.

Mr. Speaker, last October, I introduced House Resolution 498, which supports the goals and ideals promoted by School Bus Safety Week. This bill certainly has bipartisan support with 62 cosponsors. Also, all three national school bus associations are in support of this resolution: the National Association of Pupil Transportation, the National Association of State Directors of Pupil Transportation, and the National School Transportation Association.

America's 480,000 school buses comprise the largest mass transportation fleet in the country, 2½ times the size of all other forms of mass transportation, transit, intercity buses, commercial airlines, and rail combined.

During the school year, school buses make more than 50 million passenger trips daily. School Bus Safety Week, which is celebrated in more than 40 States and sponsored by the National Highway Traffic Safety Administration, was created to remind all students of the best ways to get on and off the bus and of other ways to enhance the safety of our Nation's children.

According to the National Academy of Sciences, an average of 820 students are killed annually during school transportation hours, but less than 2 percent of them are school bus passengers. Most of those killed are children aged 5 to 7, and most often those children are killed in the area immediately surrounding the bus, either by a passing vehicle or occasionally by the bus itself.

While school bus transportation is eight times safer than traveling in a passenger vehicle and is the safest form of ground transportation available, unfortunately, accidents still happen. An average of seven school-age passengers are killed in school bus crashes each year, and an average of 19 children are killed getting on and off the bus each year.

Many of our communities honor School Bus Safety Week through local and State poster and speech contests, lessons utilized in School Bus Safety Community Awareness kits and other activities built around themes that raise awareness of school bus safety issues.

It is my hope that our children will be safer than ever before, and that our children will safely get on and off and travel on these school buses each day, and that drivers in our communities will be mindful of the laws designed to protect our Nation's school bus passengers.

□ 1500

This is a business dominated by individuals and very small businesses. Most school bus drivers are stay-at-home moms, retired people or others who need some part-time income. They do a really outstanding job and provide a great community service in helping keep our school children safe, and H. Res. 498 will help promote and improve that safety even further.

Madam Speaker, I urge passage of this resolution.

Mr. CLAY. Madam Speaker, I want to thank my colleagues, Mr. MARCHANT of Texas and as well as Mr. DUNCAN of Tennessee, and urge a favorable vote of passage of the School Bus Safety Week. I have no further requests for time, and I yield back the balance of my time.

Mr. MARCHANT. Madam Speaker, I urge all Members to support the adoption of H. Res. 498, and I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. EMERSON). The question is on the motion offered by the gentleman from Texas (Mr. MARCHANT) that the House suspend the rules and agree to the resolution, H. Res. 498.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. MARCHANT. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the

Chair's prior announcement, further proceedings on this question will be postponed.

#### CAPTAIN GEORGE A. WOOD POST OFFICE BUILDING

Mr. MARCHANT. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4962) to designate the facility of the United States Postal Service located at 100 Pitcher Street in Utica, New York, as the "Captain George A. Wood Post Office Building".

The Clerk read as follows:

H.R. 4962

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. CAPTAIN GEORGE A. WOOD POST OFFICE BUILDING.

(a) DESIGNATION.—The facility of the United States Postal Service located at 100 Pitcher Street in Utica, New York, shall be known and designated as the "Captain George A. Wood Post Office Building".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Captain George A. Wood Post Office Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. MARCHANT) and the gentleman from Missouri (Mr. CLAY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

#### GENERAL LEAVE

Mr. MARCHANT. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. MARCHANT. Madam Speaker, I yield myself such time as I may consume.

Captain George A. Wood of New York was killed on November 20, 2003, while fighting the war on terror in Iraq. Wood was on patrol when his tank rolled over an improvised explosive device. At the time, he was assigned to B Company, 1st Battalion, 67th Armor Regiment, 2nd Brigade, 4th Infantry Division, based out of Fort Hood, Texas.

Growing up in New York's Mohawk Valley, Wood was a football and track star at Notre Dame Junior Senior High School in Utica, New York. He later went on to earn his degree from Cornell and completed his postgraduate work at both New York State University Colleges at Albany and Cortland. His lifelong dream was to teach history and coach football at West Point.

Captain Wood leaves behind his wife and daughter and many lifelong friends. His friends will always reminisce about his wonderful storytelling ability and his goodheartedness that was transparent in everything that he did.

I would urge all the Members to come together to honor Captain George Wood by passing H.R. 4962.

Madam Speaker, I reserve the balance of my time.

Mr. CLAY. Madam Speaker, I yield myself such time as I might consume.

As a member of the Government Reform Committee, I am pleased to join my colleague Representative MARCHANT in support of H.R. 4962, legislation sponsored by Representative BOEHLERT which names a post office in Utica, New York, after Captain George A. Wood. H.R. 4962, which was cosponsored by the entire New York delegation, was unanimously approved by the Government Reform Committee on June 29, 2006.

George A. Wood, a native New Yorker, was by all accounts a stellar person. A graduate of Notre Dame Junior Senior High School in Utica, George was a high school track and football star. After high school, he graduated from Cornell University and went on to earn master's degrees from New York State University Colleges at Albany and Cortland.

A history buff who was fascinated with military history, George joined the military and was assigned to B company, 1st Battalion, 67th Armor Regiment, 2nd Brigade, 4th Infantry Division based in Fort Hood, Texas.

Sadly, at age 33, Captain Wood was killed while on patrol in Baqubah, Iraq, on November 20, 2003, when his tank rolled over an improvised explosive device. Captain Wood is survived by his wife Lisa and daughter Maria.

Mr. Speaker, it is always difficult to learn of a soldier's death, but I commend my colleague for seeking to honor the legacy, sacrifice and accomplishments of Captain Wood by designating the Utica post office in his name. I note that Captain Wood's father and grandfather were postal employees at the Utica facility. How fitting.

Madam Speaker, I urge the swift passage of this bill.

Madam Speaker, I reserve the balance of my time.

Mr. MARCHANT. Madam Speaker, I yield as much time as he may consume to the gentleman from New York (Mr. BOEHLERT).

(Mr. BOEHLERT asked and was given permission to revise and extend his remarks.)

Mr. BOEHLERT. Madam Speaker, today we have the privilege of honoring our fallen hero, U.S. Army Captain George A. Wood. The bill before us would rename the Pitcher Street Post Office in Utica, New York, the George A. Wood Post Office Building, which is a fitting tribute to a man who paid the ultimate sacrifice to defend our freedom and our security.

Captain Wood bravely served our Nation in Iraq where he met an untimely death on November 20, 2003. However, his memory will live on. Every day, Captain Wood will be in the hearts of his family and his friends and his classmates and his comrades and our neighbors by virtue of the naming of this